

INDIAN FAMINE RELIEF FUND.

The Hon. Treasurer, (Mr. R. T. Wright) begs to acknowledge with thanks receipt of the following contributions to the above Fund:

Already Acknowledged \$34,208.35

Subscribed by the Canton Com:

Infantry	557.68
R. Cooke	25
M. F. Houston	10
Capt. Rolle	10
Dr. and Mrs. Gibson	10

Total \$34,811.03

A second remittance of Rs. 20,000 has been forwarded to the Chairman, Central Committee Indian Famine Relief Fund, Calcutta.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

MR. POLLOCK'S LECTURE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—As I was present at the very able lecture given by Mr. Pollock and public opinion was asked for, though at the time speakers having far more weight than the ordinary man in the street rightly held the floor, I may now be allowed to make a few remarks through the medium of the local press. There is one very serious fault with the lecture, a fault that runs through every subject touched upon by the speaker: it is a more or less natural fault, considering that Mr. Pollock has been so closely connected with the Government. The fault is that he expects the abuses of which he complains to be removed by Act of Parliament.

They undoubtedly would be removed, but, hardly in the manner that would be acceptable either to the lecturer or the inhabitants of Hongkong. He wishes the Government to start certain obligations to business firms starting in the matter of British shipping and what has been the result? Foreign lines are running as off the sea. At the time these Board of Trade regulations were made it was said that they were for the safety of the passengers and would be appreciated. They are—by passengers refusing to travel by boats where they are so wonderfully looked after. Mr. Francis spoke a true word of warning when he said that presently we should have to face the competition of Manila. If manufacturers and their employees can go there without these Government restrictions, they most certainly will do so.

All the speakers at the meeting spoke very eloquently on the over-crowding question and, perhaps in theory, they were quite correct. If half their proposed measures were adopted we should not have any plague, as there would be no one able to afford to live in Hongkong. The fact that all these so-called improvements have to be paid for by the consumer of tenant seemed to have been quite overlooked. Make the landlords pull down half their houses, and they will immediately double, or generally triple, their rents for the remaining houses. The poorer Europeans have to pay or else lose their living, which is not always practicable. The same thing applies to all Government intervention: it gives a very plausible excuse for raising the price, an excuse that is invariably acted upon. Again, quoting Mr. Francis, economic and political laws do not apply in Hongkong, as the area available is restricted. Quite true. This was recently made apparent to the public of Hongkong by the case brought before the Supreme Court by Mr. Bellios when he pleaded "Ancient Lights." It was then decided that all land in the Colony belonged to the Crown, or in other words to the Government. As the people are the governing body, I cannot see anything illogical in the idea that they should take steps to prevent themselves from being robbed by the people who lease the land from them. It will be said that now I am arguing against myself, first I am against Government interference and now I want it. There is government and government. There is the rule that is governed by matured practical experience and there is also the frivolous irresponsibility of the last passed decade. Unfortunately in this colony we have the latter. Who are our legislators? Officials, who have practically no interest in the colony, they do not suffer by their legislation as they are perfectly independent of the Colony, they come and go, and if the Colony became bankrupt they would still get their hard earned (another quotation) pension. It is very well for Mr. May to print to one measure and say that one was impeded by the unofficial members. That in itself shows that they considered the bill a pernicious one. We have all seen how the only member of the Council who would speak up for the people he represented was constantly sat upon. The only good he did was to show the utter utility of bringing grievances before the Council, and made it a bye-word that the most important work of an official was to connect answers that would convey as little information as possible. H.E. the Officer Administering the Government said that the people were allowed to govern themselves. How can this be true when things most strongly advocated by the community of Hongkong are vetoed by the Secretary of State? Can it be wondered that the people get tired of politics and public matters when their sage deliberations are over-ruled by officialdom and mediocrity.

I am afraid I have already encroached too much on your valuable space but hope I have said enough to stay this *howling* to Government.

I am, etc.,

Hongkong, May 4th, 1900.

THE TROUBLE WITH CHAIR COOLIES AT THE PEAK.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—It was with great interest that I read the remarks of Common Sense in your issue of the second instant with regard to the above subject. It is so seldom that one of the Public rises to defend an Official that the letter came quite as a surprise to me, and everybody must admit that the defence of the action of the Magistrate was to the point.

Your correspondent has, however, omitted one important point, possibly through his not being in the Police Court during the hearing of the case, as I unfortunately happened to be. Had he been present he would have heard Mr. Bell's principal witness state in evidence that no complaint of the coolies' disorderly conduct had been made to Mr. Robertson, as their annoyance was "too trivial"; those, I believe, were the words used. This being the case, Mr. Bell justifies his letters to the press, that these coolies in the absence below are apparently prowling about all day seeking whom they may devour? Surely, if the coolies were such dangerous characters, as Mr. Bell would make out, terrorizing the Peak residents, it is hardly reasonable to suppose that Mr. Robertson would have had them in his employ for such a number of years.

Yours truly,

ONE OF THE POLICE COURT CROWD

Hongkong, May 4th, 1900.

ROYAL HONGKONG YACHT CLUB.

The closing cruise will take place on Sunday, May 6th, leaving Murray Pier at 12.30 p.m.

N.B.—It is particularly requested that yachts will be under way off Murray Pier shortly before time and sail as far as possible in company, following the Commodore.

A launch will leave Murray Pier at the same time for the convenience of members. No arrangements can be made by the Club for tiffin, but there will be tea on board in the afternoon.

At 3 p.m. there will be a Ladies Race, all yachts to be steered entirely by Ladies.—1st Prize presented by the Club, 2nd Prize presented by the Commodore, for the first yacht of the class other than the winner of the first prize.

Course.—From line between the stern of the *Hygeia* and the launch, round Stonecutters Island, mark boat S.E. of Stonecutters and the Cosmopolitan Dock Buoy, all to port, finishing at the starting line.

Handicap.—All first class yachts to allow *Meteor* 1 min. and the remainder of second class 3 min.

THE FLAQUE.

Cases reported to 3rd instant	124
Do. do. during past 24 hours	4
Total	128
Deaths reported to 3rd instant	108
Do. do. during past 24 hours	5
Total	113

ENGLISH NURSES INSULTED.

A correspondent of "The Hospital" Nursing News from Cape Town, who has had a chat with Miss Young, one of the last to leave Johannesburg, where she was matron of the hospital when the war broke out, says Miss Young, in conclusion, mentioned the following incident:—"Several English nurses were asked to prepare a small hospital, and later to nurse wounded Boers in an outlying district in the Transvaal. I was one of them. When all was in order and ready for the patients to come in the nurse were sent back after being disgracefully treated, and even spat upon by the Dutch women of the neighbourhood. People in England should know to what indignities we have been subjected by the Boers."

"HOFFMANN" HONOURED.

On the day on which the news of the relief of Ladysmith was received, the national anthem was sung by the company during dinner at several London restaurants. At one, some enthusiastic youngsters, seeing a man in uniform enter, pointed upon him, and, despite his protests, carried him round the room. When he was released, some one asked him the name of his regiment. "Regiment?" was the surprised reply, "I am the doorkeeper!"

ANOTHER INSULT TO IRELAND.

A line of automobile tourists' coaches is to be run in the Irish Lake district. The route is 55 miles long, and with the present horse traction the journey has to be spread over two days. The roads are very good, but there are two mountain passes which will try the hill-climbing qualities of the motors. If they prove successful all the horse coaches will be abandoned.

A VITRIFIED CLAY CHURCH.

A new church at Chicago, is built exclusively of vitrified clay, even the window frames are of the same material. The decorative features are white terra cotta. The altars, communion rails, pulpit and front of organ loft are all terra cotta. The entire ceiling is of brick and tile vaulting, the keystones being of terra cotta and the ribs of the arches and groins of moulded concrete. There is not an inch of timber or a nail in the entire structure. Its acoustic properties are said to be remarkable.

MR. CHOATE'S LIST OF IMMORTAL BOOKS.

In a recent speech before the Authors' Club in London, Mr. Choate named four books which, in his judgment, have established their claim to immortality. The books are: "Don Quixote," "The Pilgrim's Progress," "Robinson Crusoe," and Isaac Walton's "Complete Angler." The London Spectator explains that Mr. Choate was not thinking of the bright and shining stars of the intellectual firmament such as Homer, Dante, Vergil, Shakespeare, nor of the Bible; but solely of those specific self-contained books which are most widely read by English-speaking people and which presumably have most influenced them. "The Spectator" thinks the list not a bad one, but it proceeds to amend it by eliminating two of the four books and substituting three others. Of "Robinson Crusoe" and "Pilgrim's Progress" there can be no doubt; they must be given a place in any such list. The *Spectator* says:

"It is probable that, next to the Bible, no works have ever been more widely read than these, for hundreds of editions of each have been published; not only in English, but in every civilized and some uncivilized languages. If we had to select one self-contained English work which stood out by its glorious imagination, its spiritual import, its profound wisdom and yet its charming simplicity, its pure style, and universal appeal, we should undoubtedly choose 'The Pilgrim's Progress.' But what of Mr. Choate's other two books—'Don Quixote' and 'The Complete Angler'? The former is probably the greatest romance ever composed, the glory of Spanish literature, unrivalled in its kind, brimful of humor, satire, imagination, and knowledge of human nature. It has been frequently translated into English, and the translation of Jarvis in particular is not only faithful but is in itself a very good piece of English literature. But is 'Don Quixote' really universally read in England? Or is it one of those numerous works more studied than read? Now, it seems to me essential to the universality and permanence of a book in Mr. Choate's sense of the word that both sexes and all ages beyond immature youth should read and delight in it. The best judges of literature have delighted and will always delight in 'Don Quixote,' but does the average English person delight in that great romance? We doubt it."

Moreover, Walton's book is not at all a universal book, although rare and excellent of its kind. Bacon's 'Essays' should have been included; so also should 'Gulliver's Travels' and 'The Vicar of Wakefield.' 'Paradise Lost' is a single poem, such as 'Paradise Lost' or 'The Ancient Mariner,' masterpieces of human genius. The *Spectator* thinks that the three works named stand at least as good a chance of immortality as the two named by Mr. Choate to which it has excepted. The writer concludes thus: "But we must add that 'The Pilgrim's Progress' apart, the most permanent of English literature are to be found in her greatest poems. It is these which mark the abiding spiritual and intellectual power of England among the nations."

ACCOUCHEMENT OF THE DUCHESS OF YORK.

BIRTH OF A PRINCE.

LONDON, 31st March.

The Duchess of York gave birth to a son at half-past seven o'clock this morning. The bulletin, signed "John Williams, M.D., and Alan Reeve Manby, M.D.," issued at Sandringham, contains the gratifying statement that her Royal Highness and the infant Prince are doing well. The new Prince is the third son of the Duke and Duchess of York; his brothers are Prince Edward Albert Christian George Andrew Patrick David of York, born on June 23, 1894, and Prince Albert Frederick Arthur George of York, born December 14, 1895. A Princess, Victoria Alexandra Alice Mary of York, was born on April 25, 1897.

The following is the official bulletin:—"Her Royal Highness the Duchess of York gave birth to a son at half-past seven o'clock. Her Royal Highness and the infant Prince are doing well." (Signed) "JOHN WILLIAMS, M.D., ALAN REEVE MANBY, M.D."

THE ATTEMPTED ASSASSINATION OF THE PRINCE OF WALES.

(Australian Telegrams.)

Further particulars regarding the attempt to assassinate the Prince of Wales on the railway station at Brussels show that Spidlo, the young anarchist, waited until the servant who was handing the Prince of Wales a cup of tea had withdrawn from the saloon carriage. Spidlo refused to divulge the name of the man who instigated him to commit the act. Her Majesty the Queen has stated in answer to inquiries, that she is quite well, though she was shocked at the news of the attack on the Prince of Wales. Her Majesty expressed herself as being profoundly grateful at the Prince's providential escape. On his arrival at Copenhagen the Prince of Wales received an ovation. His Royal Highness being much touched. He received countless messages of sympathy, the senders including the Pope's delegates and Dr. Leyds, the European representative of the Transvaal Government.

The Belgian Parliament has passed a notice reprobating the crime. The Socialists re-echoed the sentiments of the other members, but protested against Britain's collective crime in South Africa. These remarks caused a tumult in the Chamber. The Emperor Joseph of Austria and the Kaiser called at the British Embassies in Vienna and Berlin respectively to express their sympathy with the Prince of Wales. The honest newspapers on the Continent denounce the danger likely to arise from the reckless abuse of Britain.

At the Pro-Roor meeting in Brussels on Tuesday, at which Spidlo was present, Queen Victoria was described as a red Queen and a match for the red Sultan. The speakers also used vituperative language in connection with the Prince of Wales.

DOLLARS FOR THE STRAITS.

Singapore, April 13th.—The following notification appears in the *Gazette of India*—The Governor-General has sanctioned the employment of the mint at Calcutta in the coinage of a silver dollar, called the British dollar, for circulation in the colonies of Hongkong and the Straits Settlements, and his Excellency directs the publication of general information of rules containing conditions on which silver bullion and coin will be received at the mint for coinage into dollars for export to the colonies mentioned from Calcutta. The rules are lengthy and technical.

CAMPAIGN FEELING IN CANADA.

THE SURRENDER OF CROIXE.

The whole world has seen, and everyone has admired, the noble manner in which the sons of Canada have been fighting in South Africa for the mother country. That, however, writes a representative of the *Pull Staff Gazette*, who is travelling in the Dominion, is no more than the surf of the great wave of Imperial feeling that is now flowing through the whole country. Like the surf, it may be seen from afar, but to know what it is and what it signifies, the splendid patriotism of the 3,000 men from Canada who are enduring the hardships of a great campaign is shared to the full by more than three millions left at home.

From what I have seen, and from what I have heard from well informed quarters, I am convinced that, with the possible exception of the lower French and Irish quarters—and even they are turning round—there is not a man in the whole of Canada who would not willingly shed his last drop of blood for the Dominion and there is not a woman in the Dominion who would not encourage him.

On the day on which there came the news of Croix's surrender I was travelling for nine hours through New Brunswick and Nova Scotia. Every village and every town was making merriest holiday. "There was a little talk some time ago," said one of my fellow-travellers, a well-to-do farmer, "about annexation. We said at the time, 'Never never shall that be,' and here is our answer to that useless cry." He pointed to the Union Jack that was everywhere flying, and the sound of the joy-bells that were pealing for England's victory.

Those loyal New Brunswickers who were my fellow travellers that day had never seen England. Yet they are English through and through, and the enthusiastic way in which they speak of the mother country does the heart of an Englishman good to hear.

Two days later came the news of the relief of Ladysmith. It arrived too late for the first edition of the morning papers, and was not generally known until after breakfast. St. John, New Brunswick, where I happened to be staying at the time, did at once, without a moment's hesitation or preparation, what some towns even in England might have taken a week to do. The mayor, Mr. Sears, proclaimed immediately a public holiday. Every place of business throughout the town closed at once. Royal salutes of twenty-one guns were fired at noon and again at night. St. John is a town of 50,000 inhabitants, and at least 20,000, despite the snow that fell heavily throughout the day, were in the street, singing in the accompaniment of military and civilian bands the National Anthem and "Soldiers of the Queen." Not only men, women, and children, but also horses and dogs wore flags and Union Jacks. Every private house and public building was gay with red, white, and blue of old England. It was the work of less than an hour. Sleigh parties, gorgeous in patriotic decorations, crowded the streets throughout the day, and when during the afternoon the mayor addressed an assembly of 10,000 people in King-square, his reference to the "great heart and master brain of England" evoked cheers that were heard for miles round. At night, bonfires blazed and bands continued to parade the town, perfect order prevailing throughout the rejoicings.

What happened at St. John that day was typical of practically every town in the Dominion. Canada, in a word, loves England with a love that surpasses the love of woman.

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THE WATER SYSTEM OF POMPEII.

Pompeii, like most Roman cities, had an excellent water system, but we are able to judge of the systems in other places only by the small remains in Pompeii; the whole system has been laid bare, and in "Pompeii Its Life and Arts," by August Mann, translated by Prof. Francis W. Kelsey, there is an interesting description of the water supply of the city. Remains of the great aqueduct near Avellino, a dozen miles east of Nola, have been discovered and this aqueduct followed the base of Vesuvius and furnished water to Naples, Puteoli, Baiae and Misenum, but the sources from which Pompeii received its water supply have not been discovered. The construction of the older baths showed that a free use of water was contemplated. There were many fountains, along the streets, most of them at the corners. They were filled by pipes connected with the water system of that city, and these fountains bear witness to long use by depressions which have been worn in the stone by the handsof those who leaned forward to drink. Water towers were found at the sides of streets, they were small pillars of masonry which were raised to the height of 20 feet. There was a small reservoir of water on the top of the city. In all the houses of any size and importance there were fountains. Thus, in the famous house of the Vetii which was discovered a few years ago there are no less than sixteen fountains, and water is not stunted in any of the three baths which have been discovered. The water-pipes were made of sheet lead folded together, the transverse section somewhat resembling that of a pear. Their size was regulated by the pressure and the water was turned out on and off by stop-cocks which were made much like those in use to-day.

A MUSIC LIBRARY IN GENEVA.

A unique enterprise of certain music dealers in Geneva may be of interest to our readers. These dealers keep very large stocks of all kinds of classical and popular music, to all of which access may be had for a subscription fee of 50 cents a month, depending upon the number of pieces taken. Thus, three pieces may be taken for 50 cents a month or \$2.50 a year, and twelve pieces of music at a time for \$10 a month or \$5 per year. This is a great boon to students who cannot afford to buy at will, and the dealers are being well repaid for their enterprise.

SHIPPING REPORTS.

Capt. H. L. Allen, of the steamship *Yangtze*, from Shanghai, reports:—Fine weather throughout.

Captain J. Jenkins, of the steamship *Pakshan*, from Saigon, reports:—Strong N.E. winds and moderate sea.

Capt. H. Fuchs, of the steamship *Sarnia*, from Singapore and Hamburg, reports:—Light and moderate N.E. winds.

Capt. Finlayson, of the steamship *Vanhang*, from Tientsin, reports:—Light N.E. winds, cloudy and hazy throughout the voyage.

Capt. J. Murray, of the steamship *Abregelle*, from Portland (Oregon), via Japan ports, reports:—Terrible weather all across the Pacific.

Captain J. H. Goodwin, of the steamship *Dionised*, from Singapore, reports:—First part light N.E. winds, and the later part strong and showery.

Capt. Johnston, of the steamship *Albion*, from Bangkok, via Koh-si-chang, reports:—To Pulo Obi had variable winds and weather, thence to port fresh to strong N.E. winds and dirty weather.

Capt. H. Bathurst, of the steamship *Hailong*, from Swatow, reports:—Light variable winds and clear weather. Vessels in port on the 3rd inst.:—*Kuening, Chinkung, Taisan, Cheongfa, and Pechili*.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1893.

Barometer	29.867
Thermometer	76.2
Humidity	74.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.

Barometer	30.04	29.95
Temperature	74	75
Humidity	75	75
Rainfall		

TO-DAY.

Friday, 4th May, 1900.

Chinese—6th of 4th moon of 26th year of Kwang-shi.

Sun—Rises 5hr. 37min.

Set 5hr. 20min.

High water—Morning 5hr. 39min.

Afternoon 1hr. 27min.

Low water—Morning 4hr. 40min.

Afternoon 7hr. 12min.

ANNIVERSARIES.

1839—The imprisonment of the foreign community at Canton ended.

1869—The *s.s. Camilla* plundered by pirates near Hongkong.

1874—Riot in the French Concession at Shanghai.

1884—Roman Catholic Cathedral at Peking inaugurated.

1891—The Sunday-Cargo-Working Ordinance passed.

1897—Charity Bazaar disaster at Paris; over 140 lives lost.

1898—Spanish Atlantic fleet assembling at Cadix.

1899—Extension of Shanghai settlement finally settled satisfactorily.

TO-MORROW.

Saturday, 5th May, 1900.

Chinese—7th of 4th moon of 26th year of Kwang-shi.

Sun—Rises 5hr. 37min.

Set 5hr. 20min.

High water—Morning 5hr. 40min.

Afternoon 1hr. 27min.

Low water—Morning 4hr. 41min.

Afternoon 7hr. 12min.

ANNIVERSARIES.

1821—Napoleon Bonaparte died.

1826—Empress Eugenie born.

1842—British troops evacuated Ningpo.

1861—Bonaparte raid at Swatow.

1871—The *Dolores Ugarte*, coolie ship, burnt near Macao.

1897—Anglo-American Arbitration Treaty finally rejected by the U.S. Senate.

1898—Sister Gertrude died of plague at Civil Hospital.

1899—"C" Co.'s Machine Gun Co. H.K.V.C. formed.

AGENDA.

TO-DAY.

8 p.m.—Regular Meeting of the "Lion and Rose" Lodge at Club rooms, 20, Queen's Road Central.

TO-MORROW.

4 p.m.—C. M. S. N. Co.'s steamer *Yangtze* leaves for Marseilles and London via Manila.

Noon—Cargo ex *Chingee* subject to rent.

Noon—C. S. N. Co.'s steamer *Yuenang* leaves for Manila.

MONDAY, 7th.

4 p.m.—N. Y. K. steamer *Idzuma Maru* leaves for Victoria B.C. etc.

C. N. Co.'s steamer *Shantung* leaves for Hailo.

TUESDAY, 8th.

N. L. steamer *Konigsberg* leaves for Havre and Hamburg.

D. & Co.'s steamer *St. Regulus* leaves for New York via Suez Canal.

Noon—T. K. K. steamer *Hongkong Maru* leaves for San Francisco, etc.

Cargo ex *Hamburg* subject to rent.

5 p.m.—Arrival of the H.M.S. *Terrible*.

WEDNESDAY, 9th.

1 p.m.—Smoking Concert in honour of the *Terrible* at City Hall.

2.15 p.m.—Special Meeting of Her Majesty's Justices of the Peace at the Magistracy.

5 p.m.—Review of the crew of the *Terrible* on new Parade Ground.

Cargo ex *Henlarig* subject to rent.

THURSDAY, 10th.

N. P. S. Co.'s steamer *Queen Adelaide* leaves for Victoria B.C. and Tacoma.

C. N. Co.'s steamer *Nanchang* leaves for Tientsin.

9 p.m.—Mr. Henry Dallas Company "The Geisha" at City Hall.

FRIDAY, 11th.

2.15 p.m.—Enquiry of the death of the Indian Soldier.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*China*) 6th inst.

French (*Salazie*) 7th inst.

Canadian (*Empress of Japan*) 10th inst.

American (*Doric*) 15th inst.

American (*Nippon Maru*) 23rd inst.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China*, arrived at New York 3rd inst.

The P. M. S. S. Co.'s steamer *China*, with Mail &c., left Shanghai for this port, this morning at daylight.

The N. Y. K. steamer *Idzuma Maru* (Europe Line) left Singapore for this port to-day, 4th inst., and is expected to arrive here on the 8th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isa de Cuba, at Kowloon Dock.

Auction.

PARTICULARS
OF
VALUABLE LEASEHOLD PROPERTY,
situate on
THE NEW PAVIA, DESVOUX ROAD
and
GILMAN STREET,
Being the Reclamation of Marine Lot No. 55,
at Victoria, Hongkong,
to be sold by
PUBLIC AUCTION.
on
SATURDAY, 5th May, 1900,
at 11 o'clock,
at his Auction Rooms, DUNDRELL STREET,
by
MR. GEO. F. LAMBERT,
Auctioneer.

Lot No. 1—All that piece of ground intended to be registered in the Land Office as Section A of the Reclamation of Marine Lot No. 55 containing an area of 1,250 square feet.
Annual Crown Rent \$25.
Lot No. 2—All that piece of ground intended to be registered in the Land Office as Section B of the Reclamation of Marine Lot No. 55 area 1,200 square feet.
Annual Crown Rent \$25.
Lot No. 3—All that piece of ground intended to be registered in the Land Office as Section C of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$25.
Lot No. 4—All that piece of ground intended to be registered in the Land Office as Section D of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$25.
Lot No. 5—All that piece of ground intended to be registered in the Land Office as Section E of the Reclamation of Marine Lot No. 55 area 1,270 square feet.
Annual Crown Rent \$25.
Lot No. 6—All that piece of ground intended to be registered in the Land Office as Section F of the Reclamation of Marine Lot No. 55 area 781 square feet.
Annual Crown Rent \$25.
Lot No. 7—All that piece of ground intended to be registered in the Land Office as Section G of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$25.
Lot No. 8—All that piece of ground intended to be registered in the Land Office as Section H of the Reclamation of Marine Lot No. 55 area 781 square feet.
Annual Crown Rent \$25.
Lot No. 9—All that piece of ground intended to be registered in the Land Office as Section I of the Reclamation of Marine Lot No. 55 area 1,270 square feet.
Annual Crown Rent \$25.
Lot No. 10—All that piece of ground intended to be registered in the Land Office as Section J of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$25.
Lot No. 11—All that piece of ground intended to be registered in the Land Office as Section K of the Reclamation of Marine Lot No. 55 area 862 square feet.
Annual Crown Rent \$25.
Lot No. 12—All that piece of ground intended to be registered in the Land Office as Section L of the Reclamation of Marine Lot No. 55 area 1,200 square feet.
Annual Crown Rent \$25.
Lot No. 13—All that piece of ground intended to be registered in the Land Office as Section M of the Reclamation of Marine Lot No. 55 area 1,260 square feet.
Annual Crown Rent \$25.
For Further Particulars apply to
C. EWENS,
Solicitor for the Vendors,
or to
GEO. F. LAMBERT,
Auctioneer.

Hongkong, 27th April, 1900. [547b]

For Sale.

FOR SALE AT TIENTSIN.
NORTH CHINA.

LARGE BUSINESS PREMISES on the TARIU LEAN within a easy reach of the band. The premises consist of a six-roomed building. Three large Godowns, one with a double storey and flat roof suitable for drying purposes, Comrades' Quarters and Offices, one Brick House, several Out-buildings and all necessary adjuncts to business. One Godown contains a Hydraulic Press, Engine, &c. For particulars apply to
J. T. SKOTTOWE,
Land, Estate, and General
Commission Agents,
Tientsin,
North China.
- Hongkong, 9th April, 1900. [466b]

Notice of Firms.

NOTICE.

I HAVE this day established myself as
SURVEYOR,
E. M. HAZLEND.

Office No. 1,
DES VOUX ROAD,
Top Floor,
Hongkong, 1st May, 1900. [539b]

SALAMANDER FIRE INSURANCE CO.
NOTICE.

THE UNDERSIGNED, having been
appointed AGENTS for the above COM-
PANY, are prepared to accept Risks against
FIRE at CURRENT RATES.
HOTZ, SJACOB & CO.,
Hongkong, 31st March, 1900. [422b]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE UNDERSIGNED AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.,
Hongkong, 28th May, 1895. [10]

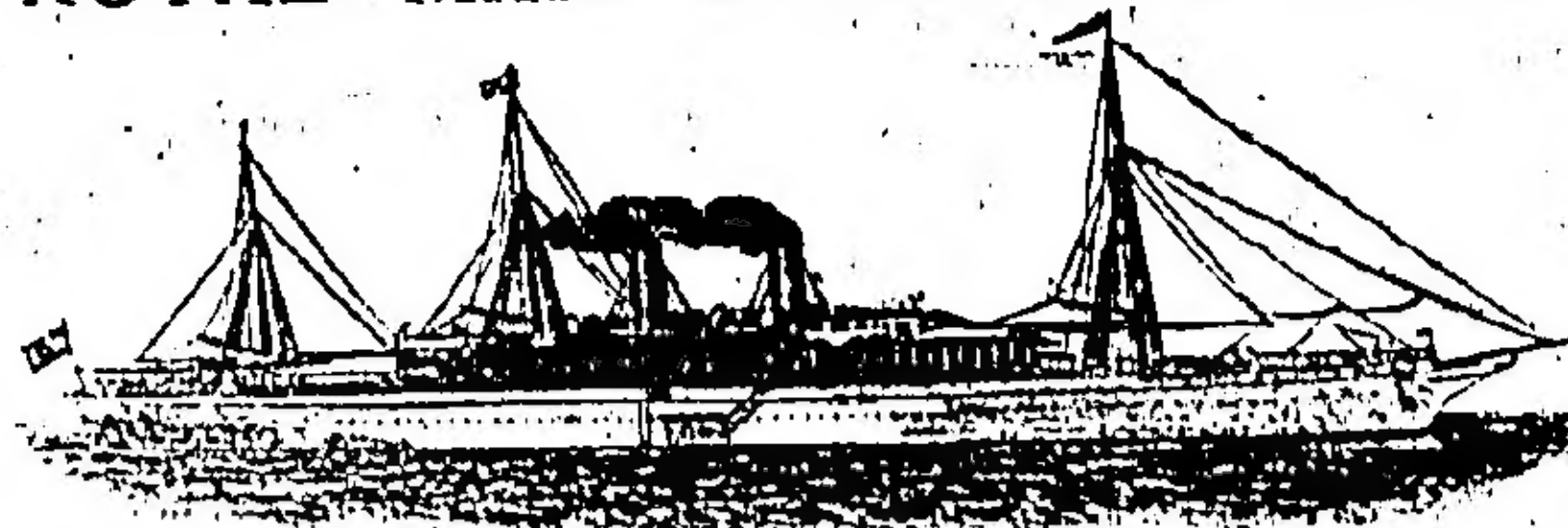
To be Let.

TO LET.

"HARFORD" MAGAZINE GAR.
GROUND FLOOR, 52, PEEL STREET,
"THE RETREAT," MOUNT KELLET,
5, RYON TERRACE.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 17th April, 1900. [21]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 16th May.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 6th June.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Patten's Street, 13.

NORTH PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTH PACIFIC RAILWAY CO.

Queenscliff... 2,832... F. McNair... May 10.
Duke of York... 3,811... J. S. Cox... May 15.
Victoria... 3,502... Patton... May 29.

THE Steamship
"CHUSAN,"
Capt. C. T. Denny, carrying Her Majesty's
Mails, will be despatched from this Port for
BOMBAY, on SATURDAY, the 12th May,
at Noon, taking Passengers and Cargo for the
above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay with Transhipment.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent,
Hongkong, 28th April, 1900. [5]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

FAIRING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 23rd May, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 19th June, at Noon.
Guelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 14th July, at Noon.

THE Company's Steamship
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA & HONOLULU,
on WEDNESDAY, the 23rd instant, at Noon.
Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates, and
particulars of the various Routes may be ob-
tained upon application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

ALL PARCEL PACKAGES should be marked to
address in full; and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

Consular Invoices, to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Freight or
Passage, apply to the Agency of the Company,
Queen's Building.

C. L. GORHAM,
Acting Agent,
Hongkong, 1st May, 1900. [28]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO,
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, THE UNITED STATES, &c.

Strathgyle... 5,023... about May 20.
Belgian King... 3,379... about June 5.
Thyra... 3,812... about July 8.

THE Steamship
"STRATHGYLE,"
will be despatched for SAN DIEGO and
SAN FRANCISCO, via KOBE, YOKO-
HAMA and HONOLULU, on or about
SUNDAY, the 20th instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 1st May, 1900. [28]

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*IDZUMI MARU... M. J. Cornow	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, KOBE and YOKOHAMA	MONDAY, 7th May, at 4 P.M.
INABA MARU... W. Bainbridge	NAGASAKI, KOBE and YOKO- HAMA	THURSDAY, 10th May, at 4 P.M.
SANUKI MARU... W. Townsend	MARSEILLES, LONDON & ANT- WERP, via STRAITS, COLOMBO and PORT SAID	FRIDAY, 18th May, at Daylight.
KASUGA MARU... E. W. Haswell	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th May, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 1st May, 1900.

NORDEUTSCHER
LLOYD.HAMBURG-AMERIKA
LINIE.

(Freight Service.)
Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*KONIGSBERG... Christiansen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	8th May.	Freight and Passage.
BAMBERG... Jacoby	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	24th May.	Freight.
*SARNIA... Fuchs	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 6th June.	Freight and Passage.
SAMHIA... G. Schmidt	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 20th June.	Freight.
AMBRIA... Burmeister	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 27th June.	Freight.

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU
(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 8th May, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 31st May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 26th June, at Noon.

THE Steamship
"HONGKONG MARU,"
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU,
on TUESDAY, the 8th May, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained upon application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding Orders for OVER-
LAND CITIES in the United States have
between San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

C. L. GORHAM, Acting Agent,
Hongkong, 14th April, 1900. [7]

U.S. MAIL LINE.
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Wednesday, 16th May, at Daylight.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 9th June, at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 5th July, at Noon.

THE U.S. Mail Steamship
will be despatched for SAN FRANCISCO, via
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONO-
LULU, on WEDNESDAY, the 16th instant, at
Daylight, taking Passengers and Freight for
Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to Eng-
land, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities
of the United States or Canada. Rates may be
obtained upon application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO,
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

C. L. GORHAM, Acting Agent,
Hongkong, 1st May, 1900. [7]

Intimations.

NOTICE.

A SPECIAL MEETING of Her Majesty's
Justices of the Peace will be held at the
MAGISTRACY at 2.15 P.M. on WEDNESDAY,
the 9th day of May, A.D. 1900, for the purpose
of considering an application from one Mrs.
CATHERINE ALICE BRIDGMAN for the transfer
of her adjacent licence for the retail sale of
intoxicating liquors, as an adjunct to the Busi-
ness as Hotel Keeper on the premises situate
at House No. 8, ICE HOUSE STREET, under the
Sign of "THE WAVERLEY HOTEL" to one
Mrs. ELIZABETH FRANCES STANTON.
H. H. J. COMPERTZ,
Acting Police Magistrate.

Magistracy,
Hongkong, 28th April, 1900. [552b]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

NOTICE is hereby given that SCRIP
NUMBER 812 for 8 SHARES of the
Company, numbered 1341/1342, in the name
of WILLIAM MONARCH BURNSIDE
ARTHUR, Esquire, of Hongkong, having
been LOST, a New Scrip for the same will
be issued after One Month from the date hereof
and the Original Scrip will be considered by
the Company as null and void, and all persons
are hereby warned against accepting or nego-
tiating same.

SHEWAN, TOMES & Co.,
General Managers,
Hongkong, 10th April, 1900. [474b]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM BONUS of Twenty per
cent. upon Contributions for the year
1899 has been declared.

Warrants will be issued on the 1st May.
By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 30th April, 1900. [573b]

THE PUNJON MINING COMPANY,
LIMITED.

SHARES in this Company on which a
CALL of \$1 was made PAYABLE on
the 3rd day of March, 1900, and which Call has
not yet been paid, are liable to be forfeited, in
accordance with the Articles of Association of
the Company.

Interest at the rate of 10 per cent. per share
will be charged on all Overdue Calls.
W. H. GASKELL,
Secretary.

Hongkong, 17th April, 1900. [506b]

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public
Generally that I have REMOVED my
Stores from No. 13 to No. 5, D'AGUILAR
STREET.

H. RUTTONJEE,
5, D'Aguliar Street.
Hongkong, 27th April, 1900. [34]

NEW GOODS.

PLENTY
IN
HAND.
D. NOMA,
No. 12,
Beaconsfield
Arcade,
Opposite the City Hall.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all Ports in JAPAN.

Agencies:—
Mitsui Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manouso Coal Mines.

The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kangafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BU

THE PRINCESS CHRISTIAN HOSPITAL TRAIN FOR SOUTH AFRICA.

The military hospital train, which was recently built by the Birmingham Railway Carriage and Wagon Company, Limited, of Birmingham, England, was in many ways a remarkable piece of engineering, and interesting not only on account of the fact that it is the first really efficient hospital train ever built in England, but because of its superior finish and the quick time in which it was built.

The train itself consists of seven coaches or carriages each 36 feet in length. They run on ordinary bogies and are fitted throughout with the vacuum brake. The first two coaches are each subdivided into three compartments. The first compartment in the former coach has been ingeniously fitted with cupboards for storing linen, bandages, and the necessary paraphernalia essential to a fully-equipped travelling hospital. At the extreme end of the compartment is a large chest for soiled linen which is lined with zinc and well ventilated. The second compartment contains beds for two wounded or invalid officers, and is nicely furnished. These beds, however, are so designed that they act the double purpose of seats by day and beds by night. The third compartment is similarly fitted for two lady nurses.

The second coach is probably the most interesting, the three compartments into which it is divided comprising a doctor's room, dining room, and surgery. The last is equipped with shelves and racks for holding bottles and glasses, and so arranged that there is no fear of their being broken through the moving of the train. Along one side of this compartment runs a wide bench for dispensing purposes, while sufficient space is left for an operating table.

The next four coaches are known as the wards, and are fitted alike. Each coach contains twenty-two beds, eighteen for invalids and four for the orderlies. The arrangement of these beds is both ingenious and unique. They are ranged on either side of the coaches in three tiers, leaving a passageway, 2 feet 6 inches in width, down the center of the coach. The beds themselves consist of a light iron frame, on which a hair mattress is placed. These frames rest on iron brackets securely fixed to the sides of the compartment at the requisite height. When it is desired to place a patient on a bed, the frame with its mattress is taken down, carried to the ambulance, and the invalid laid upon it. The bed is then lifted back into the carriage and raised to the required level by an ingenious arrangement of pulleys, leaving the other bearer free to guide it to its proper position.

The first compartment of the last coach is an extremely up-to-date kitchen with a 4-foot 6-inch cooking range. Adjoining this is the compartment for the guard, and beyond that is the larger or pantry. Every available corner from one end of the train to the other has been called into requisition. Lockers, drawers, shelves, and racks have been constructed in the most wonderful fashion in every conceivable nook and corner. Even the roof of some of the coaches has been utilized and turned into natty little cupboards. Every coach can boast of a lavatory and chest, as well as a small stove for heating a kettle of water when required. The interior of the coaches is most beautifully finished in white enamel, which gives it a cheerful appearance and the impression of plenty of room. The train is built on the corridor principle, and one can walk right through its whole length, passing from ward to ward, for a distance of over two hundred feet.

It may interest many to know that the cost of this unique hospital on wheels was only £7,000 or about \$70,000.

The whole seven coaches were ready for shipment within ten weeks after contract was signed.

AN ADMIRALTY BOARD FOR THE U.S. NAVY.

It is announced that in a few days there will be promulgated an order, signed by Secretary Long, which will create a board of officers of high rank, corresponding to the General Staff or Admiralty Board of European naval powers, with Admiral Dewey at its head. It is stated that this board will constitute a permanent strategic committee, whose duty it will be to maintain the navy at a high standard of efficiency, to arrange for home defence, and for the operation of our fleet, and in times of war to advise the government as to the proper strategy to be employed. The General Staff consists of six ex-officio members all of them naval officers. At the head of it will be the admiral of the navy. It will also include the Chief of the Bureau of Navigation, the Chief Intelligence Officer of the navy and his principal assistant, and the President of the War College and his principal assistant; the three other members are to be officers of the grade of a commander or higher.

[We are very sorry for the United States Navy. An Admiralty Board is only an ingenious device for the successful practice of the art of how not to do it.]

REMOVING OBSTRUCTIONS IN SAN FRANCISCO BAY.

Removal of some of the most important of the obstructions to navigation which exist in the harbour of San Francisco has been undertaken by the government and is now on the way. The present movement contemplates the obliteration of Arch and Stag Rocks and two of the neighbouring shoals, comprising altogether some fifty thousand square yards of conglomerate rock. The obstructions referred to lie to the northwest of Alcatraz Island dividing the channel between it and Angel Island in two and forming dangerous currents in a portion of the bay right in the path of the most largely frequented route of passenger and freight traffic. The work will not be completed under two years, but when finished, will remove obstructions which have caused numerous wrecks and the loss of many lives.

THE TELEGRAPH AT VICTORIA NYANZA.

The completion of the telegraph from the Indian Ocean to Victoria Nyanza puts the world in communication with the sources of the Nile. The telegraph line has been completed as far as Ripon Falls, which is the point where the White Nile leaves the lake. The people of Lower Egypt will now be able to tell what the water conditions of the Lower Nile will be for months in advance, so that they can regulate quantities to be taken from the Nile for irrigation purposes. Lower Nile to Lower Egypt. At present despatches from Victoria Nyanza will have to be sent by steamers to be put on the cable at Zanzibar. This will, of course, delay messages for several days, but five years ago, says the *New York Sun* when the building of this line and the railroad alongside of it was commenced, the shortest time in which the news from the lake could reach Europe was about four months.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Alba, S. F.
Alao
Abdoolhoosen
Ah Teo
Allen
Aenolis, D.
Austin, Lieut.-Col.
G. B.
Adams, Miss C. A.
Among, E. N.
Alden, L.
Abraham, H.
Agon, D. J.
A. H. C. J.
Buckley, P.
Brown, Brothers N. P.
Blake, D. H.
Billarosa
Breed, Dr. R. M.
Bee, H.
Buggard, G.
Bowel, M.
Blum, Mrs.
Brewer, Mrs. M.
Bracke, C.
Morland, D. C.
Burdur, R. A.
Bruce, Mrs.
Banister, D. R.
Budge, J. W.
Baeson, B. D.
Baker, W.
Basto, C.
Barrett, J.
Boyle, Mrs. L.
Baker, Coley H.
Blake, R. E.
Buicholson, W.
Bland, H. F. B.
Bodum, G.
Brierly, J.
Beelee
Barkle, T. M.
Chung-lu, W. P.
Cater
Calder, W.
Charles, Mrs. J.
Cassy, M. J.
Camber, T. E.
Ching Bit Sang
Ching, D. N.
Clark, A. F.
Cuswick, D. J.
Cannings Miss M.
Cito, Mrs. O.
Cagene, L.
Colbert, A.
Conner, L.
Champion, J. F.
Ceresole, L.
Charles, Jos.
Chapman, S. C.
Chapman, S. C.
Cooper, H. N.
Cooper, H. N.
Crawford, J.
Cohen, C. N.
Chotermol, K. A. J.
Cemming, Miss H.
Coheng, J. A.
Cruz, D. J.
Champion, Miss M.
Dellin, Miss L.
Douglas, R. H.
Darrth, G. B.
Dirrel, B.
Daoguo, N. J.
Dowais, Mrs. D.
Davis, J.
Duan, W.
Denny, G. R.
Droghda
Dumour
Dobberke, H.
Drummond
E. M. S. S.
Eckaporia, R. S.
Ehody, J. E.
Ellias, D. H.
Emile, P.
Evans, F. H.
Eckelhardt
Eastwood, O. E.
Effner, E.
Figuineida, H.
Forrest, Miss A.
Finlay, Rev. W. H.
Fleider, E.
Fleisher, M.
Forster
Furmer, L. B.
Futakias, R.
Frisler, G. E.
Franciscia, Botelho
Fraser, J.
Freidman, Miss R.
Fouler, Mrs. L.
Fise, D.
George, Miss A.
George, H. A. P.
Gibson, W. S.
Gillespie, J. B.
Guillanant, Capt.
Gonsale, S. J.
Gracey, S. L.
Gritti
Grant, J.
Gillard, H.
Gorham, Miss A.
Gatals, T.
Hamilton, Miss E.
Hende, L.
Humphry, R. A.
Humphry, J. L.
Halse, J.
Hachstade
Hall, J. R.
Hautier, Mrs.
Holt, G.
Hopkins, Miss L.
Houston, H. H.
Haller, J. T. W.
Hall, P.
Holden, G. G.
Holden, Miss S.
Howard, Miss M.
Haw, M. S.
Holow, Miss
Horanjan
Hermanus
Harrington, S. E.
Holden, S. B.
Howard
Hille, Captain F.
Halt, Mrs. J.
Hilgagan
Hamilton, R.
Heise, F.
Hansen, W. E.
Jackson
Japan Importing and
Exporting Co.
Jau, Am San
Johnson, W. E.
Jocelyn, Mrs. F.
King, K.

Kellie, Lieut. J. A.
Knox, J. W.
Karnaja, B. P.
Kynoch, G. W.
Kings, G. C.
Leggatt, R. K.
Lothian
Lewis, C. M.
Linswore, E.
Lange, W.
Legner, H. T.
Leslie, Mr. H.
Laird, P.
Liberge, M. C.
Liddell, P. McC.
Lord Miss H. P.
Laudinber, J. A.
Lucken, B.
Lomox, R. W.
Liblain
Latta, R. L.
Lum Cheung
Lopez, Mr. C.
Liddell, Mrs. P.
Lushkur, S.
Luthens, Rosing & Co.
Lemey, W. E.
Litt, Miss M.
Lind, H. G.

List of Registered Covers in Poste Restante.

Asa Singh
Armstrong, A.
Abdul Karim
Allah Deen
Allah Dillah
Barn
Baskha Singh
Brasche
Mokha Singh
Boota Singh
Bitta, (Sepoy)
Blake, E.
Bugal Singh
Baggo
Baker, W.
Bisnee, S. R.
Benning, Geo.
Brater
Catesos, Dr. F.
Ellas, A.
Candich, P.
Collins, J.
Cheong, James
Chanda Singh
Ceresole, L.
Cross, R.
Denis, A.
David, S. S.
Drummond, E.
Duggan, C. W.
Dabir Bux
Ekman, Miss Ida
Ellas, A. (3)
Eckow, S. B.
Elm Dean
Evans, F. P. (5)
Eldelstein, A.
Fukuda, S. (2)
Fazail Deen
Fowler, A. G.
Fireman, A.
Gulon, Mons.
Gromed Singh.
Grand Hotel
Gordon, C. B. (2)
Galam Mhd.
Gujar Singh
Grunberg, V.
Russell, C. L. P.
Rudermann, T.
Robertson, A.
Robinson, Mrs.
Robbins, E.
Rivers, Mrs. W.
Robertson, Mrs.
Rafael Allen Li
Richardson, F. W.
Ryder, Mrs.
Reutens, J.
Renault, A.
Rumsey, J. M.
Rehmoohay
Reichel, N.
Ringhouse, T.
Randall, B. C.
Rosario, P. C. A.
Rosa, Daniel
Riley, C. C.
Scott, R. A.
Smith, E. H.
Smith, J. P.
Saldanha, D.
Serpiere, J.
Sisk, T. H.
Stone, Miss F. G.
Stohp, A.
Switzer, Mrs. J. S.
Scourin, T.
Setzke, D.
Scott, Hon. B.
Smith, H. B.
Sprague, W. N.
Shaw, N. A.
Glover, L. H.
Critto, B.
Guillanne, Rev. C.
Gambell, E. R.
Greves, J. C.
Gasper
Gibson, W. S.
Groundwater
George, G. F. S.
Giles, J. B.
Guillanant, Capt.
Gonsale, S. J.
Gracey, S. L.
Gritti
Grant, J.
Gillard, H.
Gorham, Miss A.
Gatals, T.
Hamilton, Miss E.
Hende, L.
Humphry, R. A.
Humphry, J. L.
Halse, J.
Hachstade
Hall, J. R.
Hautier, Mrs.
Holt, G.
Hopkins, Miss L.
Houston, H. H.
Haller, J. T. W.
Hall, P.
Holden, G. G.
Holden, Miss S.
Howard, Miss M.
Haw, M. S.
Holow, Miss
Horanjan
Hermanus
Harrington, S. E.
Holden, S. B.
Howard
Hille, Captain F.
Halt, Mrs. J.
Hilgagan
Hamilton, R.
Heise, F.
Hansen, W. E.
Jackson
Japan Importing and
Exporting Co.
Jau, Am San
Johnson, W. E.
Jocelyn, Mrs. F.
King, K.

List of Registered Covers for Merchant Ships.

S. S. *Eolus* C. Larson.
S. S. *Eolus* T. Williams. (2)
S. S. *Eolus* Capt. Kirkwood. (2)
S. S. *Alcinous* H. Thompson.
S. S. *Clyde* Hamilton Nephote.
S. S. *Daly* Capt. Bickson.
S. S. *Dioned* J. Fleming (Baker). (2)
S. S. *Empress of India* Rev. W. R. McKibben.
S. S. *Hisping* R. Macfarlane. (passenger).
S. S. *Ision* M. Roberts.
S. S. *Ision* J. Ward.
S. S. *Ision* R. Toran.
S. S. *Ision* A. C. Sherry.
S. S. *Nanchang* W. Hunter.
S. S. *Nesior* J. C. Baird.
S. S. *Nippon Maru* James Cameron.
S. S. *Oceana* W. L. Patterson.
S. S. *Patroclus* D. Pritchard.
S. S. *Phranang* Chief Engineer.
S. S. *Strathgyle* J. Dawson.
S. S. *Strathgyle* A. MacIntyre.
S. S. *Strathgyle* Capt. J. R. Gordon.
Man of War *Suma*

Intimations.

WANTED.
A COPY of the Local "HANSARD," 1891-2.
Address:— J. J. F.
Office of This Paper.
Hongkong, 10th March, 1900.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
JAYES FLUID
THE BEST DISINFECTANT
SAVITARY SOAP
DIRECTIONS
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1899.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.
HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.
SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
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SWITCHES,
TELEPHONES,
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PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS, Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c., Apply to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES Nos. 54 & 56, Queen's Road Central.

RIGAUD'S White Violet Extract
This fugative and delicate perfume is as persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD & Co 10,000 White Violets equal each bottle of Rigaud's Extract
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MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.
IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS a speciality.
Hongkong, 22nd September 1898.

SIEN TING, SURGEON DENTIST.

No. 14, DAGUANG STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898.

NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—
GEO. T. RAY, British ship, Spicer—Stomssan & Co.

Shipping.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR MANILA VIA AMOY.
THE Company's Steamship

"YUENSANG,"
Captain P. H. Rolfe, will be despatched as above TO-MORROW, the 5th instant, at Noon.

This Steamer has Superior Accommodation for First-Class Passengers.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 4th May, 1900. [527b]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR KOBE.

"AIRLIK,"
Captain George, will be despatched as above TO-MORROW, the 5th instant, at Noon.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 4th May, 1900. [555b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.

"HAILONG,"
Captain Bathurst, will be despatched for the above Ports, TO-MORROW, the 5th instant, at 4 P.M.

For Freight or Passage, apply to DOUGLAS LAURA & Co., General Managers.
Hongkong, 3rd May, 1900. [571b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.

"KALGAN,"
Captain Laver, will be despatched as above TO-MORROW, the 5th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd May, 1900. [569b]

TAIKOO SUGAR REFINING COMPANY, LIMITED.
FOR LOILO.

"SHANTUNG,"
Captain - Saie, will be despatched, as above on MONDAY, the 7th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd May, 1900. [558b]

FOR NEW YORK VIA SUEZ CANAL.
THE Company's Steamship

"ST. REGULUS,"
will be despatched for the above Port on or about TUESDAY, the 8th May.

For Freight, apply to DODD & CO., LIMITED, Agents.
Hongkong, 28th April, 1900. [496b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.

"NANCHANG,"
Captain Finlayson, will be despatched as above on THURSDAY, the 10th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 1st May, 1900. [564b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

"AGAMEMNON,"
Captain Nish, will be despatched on on TUESDAY, the 12th June.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 3rd May, 1900. [570b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

"ALCINOUS,"
Captain Pulford, will be despatched as above on TUESDAY, the 15th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 9th April, 1900. [465b]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

"TSINAN,"
Captain Anderson, will be despatched on WEDNESDAY, the 15th May, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 23rd April, 1900. [492b]

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL (DIRECT), VIA SUEZ CANAL.

"IDOMENEUS,"
Captain Riley, will be despatched as above on THURSDAY, the 24th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th April, 1900. [528b]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

"PATROCLUS,"
Captain Dickens, will be despatched as above on TUESDAY, the 20th May.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 19th April, 1900. [111b]

Shipping.

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"TANSUI MARU,"
Captain K. Sobajima, will be despatched for the above ports, on SUNDAY, the 6th May, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 30th April, 1900. [45]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO YOKOHAMA AND KOBE.

"GISELA,"
Captain F. Mosca, will leave for the above places, on WEDNESDAY, the 6th instant, P.M.

For Freight or Passage, apply to SANDEK, WIELER & Co., Agents.
Hongkong, 2nd May, 1900. [565b]

Consignees.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London &c., ex S.S. *Rome* and *China*.
From Australia, ex S.S. *India*.
From Persian Gulf, ex S.S. *Kilma* and *Simla*.
From Malabar Coast, ex S.S. *Nawab* and *Kaipootana*.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M., TO-DAY.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 28th April, 1900. [5]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM GLASGOW AND LIVERPOOL.

"CHINGWOO,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 5th May, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 8th instant, and THURSDAY, the 10th instant, at 9.30 P.M.

All Claims must reach us before the 13th instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.
Hongkong, 1st May, 1900. [22]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
STEAMSHIP "BENLARI,"
FROM ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th instant, at 5 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 2nd May, 1900. [166b]

